

VICTOR
RECORDS
BY
JASCHA HEIFETZ
AT
MOUTRIES

The China Mail

ESTABLISHED 1845

October 16, 1923, Temperature 78

Barometer 30.12 Rainfall 0.07 inch Humidity 61% October 16, 1923 Temperature 76

No. 10.00

六月十一年三十二九十一號

HONGKONG, TUESDAY, OCTOBER 16, 1923.

日七月九日分次年二十萬份印製 PRICE, \$8.00 Per Month



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It is quite easy for everybody to enjoy the sight
of the most beautiful and largest display of
POCKET & WRIST WATCHES
and also to inquire about the
EXTREMELY LOW PRICES
AT
J. ULLMANN & CO.

BATTLESHIPS USELESS.

SINGAPORE BASE "WICKED."

EXPERTS VIEWS.

(Reuter's Service to the China Mail.)

LONDON, October 15.
Arguing on the assumption that battleships were useless against modern defensive weapons like airships, aeroplanes, mines, torpedoes, and submarines, Sir Percy Scott addressing the Australian natives' association at the Colonial Institute described the Singapore base as a wicked scheme and said the dominions should not contribute a penny towards it, but should rather spend their money on modern defence methods. He advocated keeping a large number of cruisers and destroyers for a world-wide guard of dominion trade.

GRAMOPHONE COMPANY.

RECEIVER APPOINTED.

NEW YORK, October 15.
The Federal Court has appointed receivers for the Columbia Gramophone company, the assets of which are estimated at \$19,000,000 and liabilities \$21,000,000.

GLIDER'S DEATH.

INQUEST VERDICT.

LONDON, October 14.
At the inquest on Manevrol at Lympne the verdict given was death by misadventure. An expert witness attributed the accident to the failure of the main spar wing.

EMPIRE DEFENCE.

IMPERIAL CONFERENCE DISCUSSION.

LONDON, October 15.
The Imperial Conference discussed Imperial defence and adjourned to Wednesday to deal with naval defence. The proceedings will not be published.

RELIEF FOR JAPAN.

DEPOT SHIP IS SECURED.

GENEROSITY OF WAYFONG.

The Japanese Earthquake Disaster Relief Fund Committee, met at the Hongkong General Chamber of Commerce, this morning, under the chairmanship of Mr. G. T. Edkins.

After the minutes of the meeting, held on October 9, had been confirmed, the Chairman announced that on the initiative of Mr. A. G. Stephen and through the usual display of public spirit by the Hongkong and Shanghai Bank, a depot ship had been obtained to replace the s.s. "Namsang," whose charter has expired and whose services are required on the Calcutta run.

The s.s. "Oriental" has been acquired to replace the "Namsang," and will be employed as a depot ship at Yokohama.

The vessel is being placed at the disposal of the Kobe Foreign Board of Trade, free of charge as regards her charter. The vessel, it was decided, should be renamed the "Tai Wayfong."

The chairman informed the meeting that their presence had been requested so that they could decide what cargo should be shipped by the depot ship.

Mr. Edkins read a letter from the Government and a copy of a telegram from H.B.M. Chargé d'Affaires in Tokyo, asking for the despatch of money, warm clothing and material, which the meeting decided should be forwarded to Yokohama by the "Tai Wayfong."

In addition, the committee resolved to ship a quantity of strong boots and shoes, blankets and a full equipment of winter comforts.

Accommodation on the vessel will be provided for 50 people. A piano and gramophone will also be provided.

In this connection the committee will be grateful for the gift of books to form the nucleus of a library.

The ship will be under the command of Captain Weston, formerly commander of the s.s. "Ormonde" of the Oriental Line. The vessel will be stationed at Yokohama for six months.

The substance of what he says

may be read, almost word for word

I think, in his books. Why then

go to his lectures? Why stand a

wearful hour to hear him speak?

The answer to that is that he has

a certain quiet charm of person-

ability, a distinctness of utterance, a

and also to inquire about the

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MUELLER'S PROHIBITION.

SAXON PROTESTS.

(Reuter's Service to the China Mail.)

BERLIN, October 15.

The Saxon Government unsuccessfully protested in Berlin against General Mueller's prohibition. General Mueller has incurred further Saxon displeasure by forbidding the congress of Saxon and Thuringian workmen's councils at Dresden on October 18. The *Vorwärts* roundly condemns the one-sidedness of this state of emergency which it complains is chiefly applied to states where the government includes socialists, whereas Bavaria goes scot-free. Herr Ebert has renounced the half of his special allowance in view of the "seriousness of the times." It is semi-officially reported that in defying which the non-fulfilment of the expectation of the resumption of work of the railways following the cessation of passive resistance, the continuation of the Franco-Belgian railway regime is not justified, and only aims at cutting off Germany politically from the Rahr. The German *charge d'affaires* at Pairs has been instructed to seek another interview with Mr. Poincaré.

UNEMPLOYMENT.

VAST EXPENDITURE AUTHORISED.

STEEL DUMPING.

LONDON, October 15.
Sir W. Joynson Hicks in a speech at Hounslow on the question of unemployment said that in addition to relief work already proceeding, the Cabinet had authorised a further expenditure of £14,000,000 a total approximately of £40,000,000. A large stock of iron and steel from the Ruhr was waiting to be dumped much below British manufacturing price and constituted a menace which it would be a stupendous folly for the Government to allow.

WELCOMED TO MINNEAPOLIS.

LLOYD GEORGE IN AMERICA.

MINNEAPOLIS, October 15.
Mr. Lloyd George arrived here and was welcomed by the Governor of Minnesota and other officials. A huge crowd gave him an ovation.

CORRESPONDENCE.

CINEMAS.

(To the Editor of the "China Mail.")

Sir—I notice there is some letter writing concerning cinemas and the prices charged. I am not concerned much with that but with the silly suggestion made that the Orchestra might be cut down and limited to a piano, in order I suppose that people who want a cheap thing can see it in a cheap way.

I was at the Coronet the other day when the Orchestra was not up to strength, and the enjoyment of the performance was sadly interfered with by the thinness of the musical part of the afternoon. I certainly hope no attempt will be made to "cut" expenses in this direction. What we need are good pictures. If we are to have them, and recent ones have been very good, then we must be prepared to pay for them.

Yours etc,

ACID DROP.

Hongkong, October 16.

whimsical manner that one would

be sorry to miss, and for which the cold written word is only a poor substitute—and this even though he reads his lectures very closely.

His appearance is hard to describe because there is a sort of restraint about that as about his literary style.

To say he is a tall, greyish man with a trim moustache and high collar tells you nothing.

Nor does his appearance tell you that he is a man of

imagination and literary appreciation and understanding of the external verities. Perhaps his polished charm also lies his weakness.

Some things are too big and grand to need polish. Others depend on it for their value. His humour is delightful. That you may read; but here is a hitherto unpublished episode. "Q" is not

exactly a keen advocate of the admission of women students in

Cambridge to the privileges, etc., etc.

At the first lecture of term he

made some announcement to under-graduates, and then gravely

added words to this effect. "I am

not, I believe, officially entitled to

give out University notices to the

women of Newnham and Girton,

but if there are any present

and he surveyed the abashed

audience—"will they also note

that etc.

Henry Heath Hats

The proof of the
real value of a
Heath Hat
is the perfect satisfaction
it gives.
Newest styles and colours
now showing at

MACKINTOSH
CO., LTD.
Men's Wear Specialists.
Alexandra Building, Des Voeux Road.

Have you noticed how the cockroaches are increasing again?

That is because you are not using

FLETCHER'S BEETLE VIRUS.

You can keep your house clear of these pests, if you apply the virus occasionally. And remember the Sole Distributors are

Tel. C. 345. FLETCHER & CO., LTD. Tel. C. 345.
THE PHARMACY.

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HIGH CLASS FURNITURE MANUFACTURERS.

DEALERS IN
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MEE WAH KNITTING & DYEING CO.
General Knitter & Dyer.
Manufacturers of Woolen Shirts, Jerseys, Sweaters &
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Prop. T. I. LEUNG.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.
Public Auctions

THE Undersigned have received instructions from Mrs. G. A. Sachse to sell by Public Auction

TUESDAY, October 16 and
WEDNESDAY, October 17, 1923,
commencing each day at 2.30 p.m.
at "Kingclere," Kennedy RoadA Quantity of
Valuable Household Furniture,
Comprising:—Fine Hall Furniture, Dining Room
Furniture, Cutlery, Crockery, Glass-
ware, etc., etc.A Selection of Canton Blackwood
WareCatalogues will be issued.
On View from Monday the 15th
October 1923

Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

Hongkong, 11th October, 1923.

THE Undersigned have received instructions from Mr. G. A. Sachse to sell by Public Auction,

FRIDAY, October 19, 1923,

commencing at 11 a.m.

at Messrs. Lapoque & Company's offices,
Queen's Building
(For Account of the Concerned),

A Quantity of Office Furniture

Comprising:—

Decks, Chairs, Bookcases, Filing
Cabinets, Showcases, Counters, Tables,
Electric Fans, Typewriters, Copying
Press, etc., etc.

also

One Sale
Terms: Cash on delivery.

Also

To sell by Public Auction on Saturday
the 20th October 1923
at their Sales Room
at Noon.The Steam Launch "Tonkinia"
As the nose lies in the Harbour of
Hongkong.

Particulars

Length 52 feet, Breadth 10 feet 2
inches, Depth 6 feet 5 inches, Gross
tonnage 19.83 tons, Net 13.22
tons, last survey April 1923 valid for 6
months, licensed to carry 64 persons
within Harbour limits. Completely
overhauled 1921. Any error in these
particulars shall not invalidate a sale made
in pursuance thereto or entitle the
purchaser to compensation.Permit to view may be obtained on
application to the Undersigned.
A deposit of 10 per cent must be paid
on the fall of the Hammer.

Also

One King Motorcar, 30 H. P., 8
Cylinders
Inspection on application to the
Undersigned.LAMMERT BROS.,
Auctioneers.

Hongkong, 11th October, 1923.

The Undersigned have received instructions
to sell by Public Auction,

on

FRIDAY, October 19, 1923,
at 3 p.m.at their Sales Rooms, Duddell Street,
(for account of the concerned),
The Steam Launch "Ferry".As the nose lies in the Harbour of
Hongkong.

Length 10 feet

Breadth 10 feet.

Depth 5 feet.

For further particulars apply to the
Undersigned.

Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

Hongkong, 13 October, 1923.

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R. H. Y. CLUB.

ANNUAL MEETING HELD
YESTERDAY.

COMMODORE D. K. BLAIR.

At the Club House, last evening, Hon. Mr. A. R. Lowe (Commodore) presided at the 16th annual general meeting of the Royal Hongkong Yacht Club. Mr. Lowe was supported by Mr. D. K. Blair (Vice-Commodore), Mr. D. L. Ralph (Honorary Secretary) and Mr. A. Ritchie (Honorary Treasurer) and other members of the committee.

In proposing the adoption of the report and accounts Mr. Lowe said the honorary secretary seemed to have spent quite a lot of time in the preparation of a report and accounts and the full report of the various Committees left little for him to say.

It was customary on these occasions for the Commodore to make a short survey of the past season's happenings and in looking back the predominating note was success. He did not claim it because it was his year of office, although he was glad it had so happened and felt privileged if he had assisted in the attainment of the Club's present happy position, but in all directions they saw more interest, keener competition, improvement in the standard of sailing and in rowing, more life in the Club house, and a new spirit of vitality all round which augured well for the future.

As always the Club's activities were cramped for lack of funds. The closest check had been kept on expenditure this year but subscriptions from all sources amounting to \$5,184.00 failed to cover general running expenses by nearly \$700, but in spite of this a small surplus was shown on the account. The obvious remedy was to rope in more members.

APPEAL TO MEMBERS.

There was a tendency for older members, when they had given up rowing or had tired of sitting in a small yacht with no wind or getting wet through too often, to withdraw not only from active interest in the Club but from membership altogether. More than 50 per cent. of the membership of the Club had changed during the last 3 years. Of course he knew it was inevitable out in the East, junior men in the bigger boats always being transferred, but it was all the more reason why the older members should support the Club.

No depreciation had been written off this year as, in the case of the building and fittings, with the continual rise in prices, they were already shown at a low enough figure. In the case of the boats (cars, with the new boats so generously presented added to the fleet), this figure would probably be considerably increased. More than enough provision to meet all claims under this head was provided by the entrance fees, \$1,700, which were as usual, added to reserve and not treated as revenue. The Reserve Account now amounted to \$1,000 and could therefore provide any extraordinary depreciation if necessary.

As regards boats he would like to make special reference to the support the Club had received by the gift of the new boats referred to in the Rowing Report. It meant a lot to the Club for they could not in all fairness to the sailing members lay out a large sum in the purchase of a new fleet, and the outlook for a rowing section was very discouraging. With the new boats would come new members, a revival, he trusted, of "Hong" Races, and a further renewal of vitality.

INTERPORT HONOURS.

In a couple of weeks now their men in conjunction with the V.R.C. would be off to Shanghai to struggle once again with their northern friends for Interport honours. Mr. Donald Logan had been responsible for getting the crews together and he was sure they wished them success.

The Commodore called attention to the popularity amongst the more elderly though still growing members who had apparently got much pleasure under pleasant open air surroundings and derived much good from this form of Muller's exercise.

The duties appertaining to his year of office as Commodore were almost completed and he felt one of his last acts should be to thank all those who had done the work during the past season. He appreciated the work that they had all done, to which in no small measure must be attributed their present prosperity, and he was sure they were satisfied in seeing the Club so popular. He must, however, mention, the honorary treasurer, Mr. Ritchie. Members did not see or hear much of him, and when they did it was usually an account to be settled and thus they were inclined to be prejudiced. But the accounts were most important and required many hours of careful work which Mr. Ritchie had ungrudgingly given and he knew they joined him in an expression of thanks.

Then they had the honorary secretary, Mr. Ralph. He was full of energy which he used with good effect in the interests of the Club and he trusted he would continue to carry on the good work.

Mr. C. McI. Messer seconded the proposal and it was carried unanimously.

COMMODORE BLAIR.

The Chairman then proposed that Mr. D. K. Blair be elected Commodore for the coming year. Mr. Blair had been with the club many years and had held practically every office except that of commodore. He had won races in all classes of sailing yachts. He taught him (the speaker) all he knew about sailing after beginning him into the mysteries and expenses. He was sure he would make a very successful Commodore.

The motion was seconded and carried with applause.

In reply Mr. Blair said he thanked them sincerely for the great honour they had conferred on him by electing him Commodore for the coming season and also the Chairman for the very kind references he had made.

His work in connection with the Club had been a labour of love. He could assure them it was only after heavy pressure and not without diffidence, humorously referred to by his friends as "hawering," that he consented to his nomination going forward because he recognized, and no member perhaps more acutely so, the great responsibilities of a leader of such a distinguished institution as the Royal Hongkong Yacht Club, combining as it did four different sections of sport and occupying the prominence of the Club undoubtedly did in the Colony.

It had been his privilege and pleasure for a good number of years to be closely associated with the various past Commodores of the Club and to take a modest part in guiding its policy and preserving its identity as a sporting Club (especially during the Great War) when so many of the younger members were engaged in putting their weight at times in a boat with very little freeboard.

WEATHERING THE STORM.

With a greatly depleted membership and the highly necessary services of the Government on the time of those remaining for the defence of the Colony, the somewhat long distance of the Club House from the centre of the City, and a natural reluctance on the part of citizens to engage in any sport whatsoever during that long period of 5 years, the financial outlook was none too rosy and the Club was only held together through the success of a scheme evolved by their modest old friend, Mr. Carpenter.

Mr. Carpenter conceived the idea of admitting certain approved non-members of the Club to the swimming section against a fee of \$12 for the summer months—a privilege which was readily taken advantage of owing to the fact that launches were not permitted on the river. This, combined with the generosity of Mr. Smyth, enabled them to weather the storm.

The Commodore at the time would have been quite helpless without the sympathetic co-operation of the few members remaining in the Colony. The combined efforts of that handful of enthusiasts were reflected in the sound financial position of the Club to-day, and it was only by the continued enthusiastic co-operation of members that as their new Commodore he could hope to pull off a successful season. He knew he could rely on the assistance of all of them to maintain the dignity and prosperity of the Yacht Club, second to none in the Empire, outside the British Isles. He did not know of any other port having such a large fleet of racing yachts.

They had a Rowing Section now happily well equipped with boats, oars and oarsmen and he felt confident that their representatives with the forthcoming Interport contests to be held at Shanghai would do them credit.

FAIR WEATHER AHEAD.

The swimming section carried on without much supervision but they had a growing and enthusiastic band of bowlers, consisting principally of older members of the Club who bid fair to hold their own with the older Bowling Clubs of the Colony.

He felt he had been put in on a good wicket or rather in fair weather, but he was sensible of the fact that he could only keep his end up or rather keep the boat steady with the cordon of friends and supporters around him who had assisted their late Commodore, during the past season.

He would have loved to have seen Mr. Lowe continuing in office because he knew he would dearly like to, but as he had intimated that he would be going home on furlough before the season ended and as the year ahead might complete any further usefulness he (the speaker) might be to the Club it gave him great pleasure to accede to their wishes to be their Commodore.

Following the example of many distinguished predecessors he would do everything possible to forward the interests of the Club, so dear to him, and he thanked them for placing their confidence in him. (Applause).

COMMITTEES.

The following officers were then elected:

Vice Commodore, Captain T. Arthur.

Yachting Committee, Commodore H. E. Grace, Capt. Davidson and Messrs. E. Cock, D. H. Blake, H. S. Rouse and W. Van Andel.

Rowing Committee, Messrs. E. W. Carpenter, R. Moncrieff, D. C. Logan, O. S. G. Sheppard, W. R. Andrews and A. W. Robson. Hon. Sec., Mr. D. L. Ralph and Hon. Treas., Mr. A. Ritchie.

Mr. A. R. Lowe then moved alterations in the sailing rules of the Club and these were explained by Mr. Rouse. Some discussion followed and the amended rules were adopted.

On matters arising out of the report, Mr. G. G. Franklin said he considered that it would be impossible to train young oarsmen until the Club possessed a tub pair built specially for training purposes. He did not think that they could be constructed locally because no one was likely to have the correct dimensions. Such a boat would have to be made in England. At the moment the Club had no boats in which beginners could go out in.

Mr. Blair: I will see that the Club has the boats.

A vote of thanks to the retiring Commodore, moved by Capt. T. Arthur, brought proceedings to a close.

LINCHENG AFFAIR.

PEKING REPILES TO
NOTE.

PEKING, October 15.

The Chinese further reply to the Linchou Note agrees with the principle of inclusion of supplementary indemnities, and reserves till later a discussion of the nature of these damages and the reasonableness of the amounts.

TUCHUN OF SHANTUNG.

Acting upon a report by the War Ministry, the Government have issued a Presidential Mandate revoking Tien Ching-ku's post of Tuchun of Shantung, who was the fourth official named in the Diplomatic Body's Note. The others have already been punished.

BANDIT SUPPRESSION.

Since the receipt of the Note from the Diplomatic Body, the Government have issued instructions to the provincial authorities to redouble their efforts towards bandit suppression.

Regarding the policing and the protection of the principal railways, the Government, without committing themselves to any scheme or scheme to be submitted by the Diplomatic Body, fully appreciate the interest of the Diplomatic Body in the problem, and they express their readiness to collaborate.—Reuter.

CHINA'S PRESIDENT.

TSAO KUN HOLDS
RECEPTION.

PEKING, October 15.

Mr. Yoshizawa, Japanese Minister, did not present his credentials this morning, as his intended credentials had not arrived, but he accompanied the other Ministers, who called on President Tsao Kun this morning.

His Excellency J. Batalla de Freitas (Deputy of the Diplomatic Body), on behalf of his colleagues, congratulated President Tsao Kun and assured him of the unanimous desire of the Powers to collaborate with him for the prompt establishment of unity, peace, security and order in China.

President Tsao Kun replied, thanking and assuring them that he would strive for the ends mentioned, and in developing friendly relations with the Powers.—Reuter.

MISSIONARY CAPTIVES.

REPORTED RELEASE OF
LADIES CONFIRMED.

PEKING, October 15.

The Honan Tuji, Chan Fu-lai, wired to the Waichiau last night stating that he had received an unconfirmed report that his troops have defeated the bandit chief Fan, the terrible, after a hard fought three days' battle, and rescued Misses Darroch and Sharp. The Waichiau had not yet received confirmation this morning.—Reuter.

[Note: A Reuter message received from Peking this morning, states that it appears both ladies have been rescued, and are on their way to Kaifeng.]

REMARKABLE FILM OF
THE GREAT DISASTER IN JAPAN
IN 2 PARTS
SHOWING THE TERRIBLE DAMAGE CAUSED BY EARTHQUAKE,
FLOOD AND FIRE.

SEE IT
at the WORLD Theatre at 8.15 p.m. and 9.15 p.m.
MONDAY and TUESDAY.

TO-DAY'S NEW ADVERTISEMENTS.

THE HONGKONG HOTEL COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Hongkong Hotel, Pedder Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 31st day of OCTOBER, 1923, at 11.30 o'clock in the forenoon for the purpose of considering and, if thought fit, passing the following Resolution as an Extraordinary Resolution, namely:

That the name of the Company be changed to "THE HONGKONG AND SHANGHAI HOTELS, LIMITED".

SHOULD THE ABOVE RESOLUTION be passed by the requisite majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary General Meeting to be held at the Hongkong Hotel, Pedder Street, aforesaid on SATURDAY, the 17th day of NOVEMBER, 1923, at eleven o'clock in the forenoon for the purpose of considering and, if thought fit, confirming such Resolution as a Special Resolution accordingly.

Dated this 16th day of October, 1923.

BY ORDER OF THE BOARD,

WALTER J. HAWKER,
Secretary.

OBITUARY.

MRS. B. L. FROST.

G. R.

NOTICE.

COLONIAL SECRETARY'S
DEPARTMENT.

ATTENTION is drawn to the Agreement recently concluded between His Britannic Majesty's Government and the German Government relating to the payment out of the proceeds of liquidation of German property in China of the following classes of debts due from German to British nationals, viz.: debts payable before the war or arising out of the war or arising out of the peace or arising out of the war or arising out of the peace.

Mrs. Frost had been ailing for the last fortnight and was removed to the hospital from her home on Sunday morning last.

Mrs. Frost came to Hongkong in 1906 as a nurse to the General Civil Hospital.

Ever since Mrs. Frost has been in the Colony she has devoted her time to charitable deeds, showing especial interest in the poorer classes. An appeal to her for any deserving charity always met with ready response.

At the present moment, a raffle sheet is in circulation, the proceeds of which are to help one of her protégés. By her death the poor of the Colony will lose a staunch friend ever ready to help with advice and material aid in times of stress. Her efforts in behalf of the London Hospital are also well known.

Mrs. Frost was also a devoted friend of animals and the S.P.C.A. is indebted deeply to her for services voluntarily rendered. Mrs. Frost is survived by her husband, one son, aged 12, who is at school at Wei-hai-wei and four step-children. Of the latter, the two daughters are in Hongkong, while one of the sons is in Canton and the other in Tientsin. The Hongkong community will be extended to them in their great sorrow.

On the ground that the Young Men's Christian Association had established branches in Turkey without proper authority, the police have decided to close them and fine those responsible for a breach of regulations.

WORLD THEATRE

Commencing Wednesday

MAE

MARSH

in

"THE
LITTLE
'FRAID
LADY'

A ROBERTSON-COLE
SUPER-SPECIAL WHICH
MARKS THE LONG-AWAITED AND
MUCH-DEMANDED RETURN OF
MISS MARSH TO THE SCREEN IN

ADMISSION - - \$1.

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WHIMSICAL BRILLIANCE

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FOOTBALL BOOTS.

\$9.50, \$12.50, \$16.50 per pair.

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McGREGORSPECIAL
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From \$8.50 to \$15.00 complete.

SPORTS DEPARTMENT.

LANE, CRAWFORD, LTD.

THE MUSIC of

"YES! WE HAVE NO BANANAS"

YES! we have no bananas; we have no bananas to-day.

This song isn't pretty,

But still it's a ditty,

That grows on you day by day,

And you can all do something for us

Just join in the chorus.

YES! we have no bananas; we have no bananas to-day.

AT

ANDERSON'S

WINTER IS COMING!—

IF YOU NEED A DEPENDABLE
RUBBER HOT WATER BOTTLE.

CALL & INSPECT OUR STOCK.

THE CHINA DISPENSARY.

82, QUEEN'S ROAD CENTRAL.

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AND

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Sailings to Macao—Daily at 8 a.m. and 2 p.m. (Sundays 9 a.m. only).

Sailings from Macao—Daily at 8 a.m. and 2 p.m. (Sundays 4 p.m. only).

Further information may be obtained at the Company's Office, 4a Des Voeux Road Central, Macao, Ticos Cook & Son, or the American Express Company, Hongkong.

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FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "SURUGA" Sailing on or about 23rd Oct.

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LLOYD TRIESTINO

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS.

ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS 25%.

FOR SHANGHAI, YOKOHAMA AND KOBE.

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S.S. "DUCHESSE D'ASTREA" Sailing on or about 2nd Dec.

FOR BRINDISI, VENICE, AND TRIESTE,

VIA SINGAPORE, PENANG AND COLOMBO.

S.S. "VENEZIA" Sailing on or about 2nd Nov.

S.S. "FUME L" Sailing on or about 2nd Dec.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOTI" Sailing from Calcutta on or about 1st Dec.

from Calcutta and Colombo.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

*This steamer carries freight only.

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U. D. IX.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez and Port Said.

PARIS MARU Tuesday, 2nd Oct.

LONDON MARU Saturday, 3rd Nov.

RIO DE JANEIRO, SANTOS, BUENOS AIRES via Colombo, Singapore, Colombo, Batavia & Ceylon.

CANADA, BAHAMAS, CALLAS at Montevideo) Friday, 2nd Nov.

BOMBAY via Colombo, Ceylon.

HIMALAYA MARU Saturday, 29th Oct.

ALTAI MARU Wednesday, 24th Oct.

SAIGON, BANGKOK & SINGAPORE Thursday, 1st November.

BUSURO MARU Friday, 18th Oct.

CAULCUTTA via Colombo, Ceylon.

INDIA MARU Friday, 19th Oct.

MANILA MARU Wednesday, 21st Nov.

ALABAMA MARU Wednesday, 21st Nov.

NEW YORK via Japan port, San Francisco and Panama.

HAWAII MARU Beginning of November.

JAPAN PORT via Japan, Manchuria, Korea and Nagoya.

AMERIK MARU (calls at Shanghai) Thursday, 25th Oct.

ARGUN MARU Sunday, 28th Oct.

KEELUNG via SWATOW & AMoy.

SUMA MARU Wednesday, 17th Oct. at 8 a.m.

RAJO MARU Sunday, 21st Oct. at 10 a.m.

TAKAO via SWATOW & AMoy.

TAIPEI Thursday, 28th Oct. at 8 a.m.

TARAO and KEELUNG.

HATAYA MARU Saturday, 3rd Nov.

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PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S	Tons	From Bengaluru (about)	Destination
"SUDAN"	6,696	17th Oct.	Spore, Ponan, Collo & Bombay.
"KARMALA"	9,098	18th Oct.	at Nava.
"CALEDONIA"	7,632	2nd Nov.	at 4 p.m.
"NELLORE"	6,833	2nd Nov.	Gibraltar and London.
"SICILIA"	6,813	11th Nov.	Babu Miles, Gib. Ldon & A/warp.
"MALWA"	10,941	11th Nov.	Marseilles, Ldon, A/warp & Ruman.
"NYANZA"	7,623	24th Nov.	Singapore, Penang, Collo & Bhow.
"KALYAN"	9,062	30th Nov.	Marseilles, Ldon & A/warp.
"SUDAN"	6,696	13th Dec.	Spore, Ponan, Collo & Bombay.
"DEVANHA"	6,692	14th Dec.	Marseilles, Ldon & A/warp.
"KAISAR-I-HIND"	11,439	28th Dec.	Babu Miles, Gib. Ldon & A/warp.

1924

"KHIVA"	9,097	11th Jan.	MARSEILLE, and LONDON Via usual Ports of Call
"MAGEDONIA"	11,439	25th Jan.	do.
"KASHGAR"	8,410	2nd Feb.	do.
"MOREA"	10,911	22nd Feb.	do.
"KALYAN"	9,098	1st Mar.	do.
"NALDEERA"	15,393	21st Mar.	do.
"DELTA"	8,197	4th Apr.	do.
"CHINA"	7,623	13th Apr.	do.
"KALYAN"	9,042	2nd May	do.
"KASHMIR"	8,660	10th May.	do.

BRITISH INDIA-APCAR SAILINGS (South)

"TORILLA" 6,291 14th Nov. Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS" 4,500 3rd Nov. Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

"EASTERN" 4,000 1st Dec. do.

"ARAFURA" 6,692 5th Jan. do.

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The Union B.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco etc.

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SAILINGS TO SHANGHAI & JAPAN

"CALEDONIA" 7,623 16th Oct. Shanghai.

"JAPAN" 6,692 21st Oct. Amoy, Shantung and Kobe.

"NYANZA" 7,623 25th Oct. Shantung and Kobe.

"SICILIA" 6,813 2nd Nov. Shantung and Kobe.

"DEVANHA" 8,192 3rd Nov. Shantung, Moji and Kobe.

"EASTERN" 4,000 8th Nov. Moji and Kobe.

"KAISAR-I-HIND" 11,439 17th Nov. Shantung, Moji and Kobe.

"SUDAN" 6,692 30th Nov. Shanghai.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passenger for Rangoon must despatch their own Hotel expenses at Singapore, while waiting for the on carrying steamer.

1st Saloon Passengers may travel by B.L.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

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COMFORT OF A SOFT COLLAR
THE GOOD APPEARANCE OF
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SOIREE de GALA
will be held there on
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FANCY OR EVENING DRESS
OPTIONAL.
AUGMENTED JAZZ ORCHESTRA.

Tables may now be reserved at the
Hongkong Hotel (Telephone C 32)
or Repulse Bay Hotel (Telephone C 807)

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LETTERS.

The following interesting letters appear in a recent issue of the *Times Literary Supplement*

THE STORY OF LORD JIM.

Sir.—I have been an admirer of Mr. Conrad ever since, on its first appearance, Mr. T. P. O'Connor made "Almayer's Folly" the "Book of the week". Your correspondent's account, in *The Times Literary Supplement* of August 30, of the history of Mr. Conrad's books attracted my immediate attention, especially what he says about the origin of the early books which deal, or seem to deal, with people and places in the Far East, and notably Malaya and the Dutch Indies; and with your permission I should like to say something in regard to two statements. Writing of "Lord Jim" he says, "The Patusan, where he worked out his salvation, was assumed to lie on the south coast of north-west Sumatra, and Stein's villa was outside some town of northern Java." The italics are mine. Summing up his article your correspondent writes, "It is this sense of contact with life that gives to his pages the feeling that things happened so and not otherwise."

I am far from any means of reference to books or documents, and in what follows I am trusting to my memory, but the facts are easy to verify.

I assume that your readers know the story of "Lord Jim". It interested me greatly because I knew the facts and was in the East when they occurred. The tale—far from pretty—was very briefly this. An Arab in Singapore, named Seyid Muhammad Alisagoff, a rich man, was the principal owner of a pilgrim steamer named, I believe, the "Jeddah". She carried pilgrims from Singapore and the Dutch Islands to Jeddah and back. She was old, heavily insured, and the master was a part owner. She left Singapore with about 900 pilgrims, and when in the Arabian Sea, in heavy weather, the master and all the officers except one, I think the second mate, abandoned her in the darkness of night and left the pilgrims to their fate. The one officer left behind—Lord Jim of Mr. Conrad's story—was so left because he was not quick enough to get into the boat or boats with the other deserters. They pulled away and reached Aden, where they reported that the steamer had gone down with all the pilgrims. A ship belonging to the Ocean Steam Navigation Company, commonly called the Blue Funnel Line sighted the "Jeddah" wallowing in the trough of the sea, sent

some officers on board, got the crew and pilgrims to the pumps, cleared the water, lighted the fires and navigated the "Jeddah" into Aden, where an inquiry was held by the harbour authorities. Subsequently a longer inquiry was held in Singapore, and in the course of time I read these voluminous records. The master got away out of jurisdiction, but "Jim," the hero of the story, was taken to Singapore where he found work in a ship chandler's store, grew fat and prospered. That was how he really "worked out his salvation".

When pilgrims from Malaya and the Archipelago used to start for the Hejaz, it was recognized that the chances of falling by the way—at sea or crossing the desert from Jeddah to Mecca and back again—were so great that it was the custom for every pilgrim to provide himself with a winding sheet in which to be buried, should he meet with death. In reading the evidence given to the harbour authorities it was stated that when the pilgrims found they had been abandoned by the master of the s.s. "Jeddah" and all the officers except Jim, and when they realized their desperate situation, they all left the decks for a while and then reappeared clothed in their winding sheets. Out of the hundreds of pages of evidence that fact seized my imagination: a waterlogged ship, pitching and rolling in a heavy sea, the passengers deserted by all those responsible for their safety—except Jim—and then silently the decks covered by 900 figures, wrapped in white grave-clothes, waiting for their doom.

Yours faithfully,
FRANK SWETTENHAM.

THE WHEELWRIGHT'S
SHOP.

Sir.—In your issue of June 14, a correspondent refers to the survival in Italy of the old method of marking a plank for sawing. It may interest him that the Chinese carpenter of to-day still uses the same method. (I cannot pretend to say how many thousands of years he has done the same!) They, however, do not use chalk and bow, or red pigment; the string is wound on a reel fixed in a box some eight inches in length, and drawn off if through cotton waste soaked in black ink. When the wood has been marked, the string is rewound on to the reel by a handle at the side. I give these details to show that in this the Chinese (as so often) were once ahead of their European brethren.

FRANK L. NORRIS,
(Bishop)

Church of England Mission,
Peking, North China.

ROAD TRAFFIC PROBLEMS.

"A SIX-WHEELED
OMNIBUS."

Sir Sam Fay, the president, was in the chair at the concluding session of the Institute of Transport conference at Sheffield when Mr. A. Dryland, county surveyor of Middlesex, spoke on some comparisons of British and American methods in road construction and maintenance.

In the discussion Sir Sam Fay said he thought a very great increase in road traffic might be looked for. That, he believed, would be a great advantage to the public. His own experience was that a good deal of traffic was taken by the railway companies which did not pay them a cent and which it would be to the benefit of the companies if they never saw.

Mr. Sharpnell-Smith, British Automobile Union, alluding to potholes in roads, described them as the disease of the highways. He had often wondered why road surveyors did not organise something in the nature of a flying squad like Scotland Yard possessed, equipped with a small outfit to deal with the potholes and repair them. Mr. E. S. Rayner, general manager to Hull City Tramways, in a paper on tramways from a traffic point of view under existing conditions, raised the whole question of road transport difficulties. It was, he said, a fallacy to think that danger and congestion only arose from fast-moving vehicles. The slow, halting man or lorry was the prime cause for the overtaking and passing of vehicles and the consequent congestion in our streets. "In my opinion," he added, "the time is coming, if it has not already arrived in some of our cities, when a definite speed will have to be maintained in certain streets and only vehicles capable of attaining that speed allowed to use them, at any rate at certain times of the day, and the overtaking and passing of vehicles prohibited." If overtaking and passing were eliminated the long-distance traffic in either direction and traffic that had to cross the road and turn to the right would keep to the centre, and traffic which intended turning to the left would keep to the outside berth."

Mr. Rayner pointed out that the speed of the London County Council tramways was 9.29 miles per hour, as compared with eight and a half miles per hour of metropolitan omnibuses.

Mr. Sharpnell-Smith said he believed that in the future there would be six-wheeled omnibuses.

WHO WON?

I do hate people who always ask you, "Who won?" whenever you come back from a game of tennis. What does it matter who won? One play for the sport of the thing.

Recently, when I returned from the courts, my brother accosted me with the inevitable question. "Hallo! Who won?"

"George did," I answered. "He's playing awfully well," said my brother.

Then my mother came into the room.

"Been playing tennis, dear?" she asked shrewdly, seeing my racket in my hand. "Who won?"

"George," I replied.

"Oh, well, never mind," she said.

I didn't mind. Why should I?

The next person I bumped into was Uncle Bill.

"Saw you slushing tennis balls

as I motored past the courts," he announced.

"Who were you playing against?"

"George," I said, and began to go.

"But he was too quick for me."

"George, eh? D'ye mean young Poulton?" I nodded.

"And did you beat him?"

"No. He beat me."

I escaped to my room, and found my young nephew washing his face.

"Sorry," he piped, "but someone's in the bathroom."

"All serene," I said.

"Been playing tennis?" he piped on.

"Yes. Hurry along, there. I want to change."

"All right. Half a jiff. Who won?"

"George did," I said, and kicked him out.

I changed to plus fours, and over tea a visitor asked me if I'd been playing golf.

"No," I answered, triumphantly.

"But surely you've not been indoors all this glorious afternoon?"

"Why should I have been? I eyed him warily."

"No," I replied. "Of course not."

"Lawn tennis is my game," said my ridiculous sister. "You were playing this afternoon, dear, weren't you?"

"I nodded miserably."

"And who won?" asked my sister and the visitor together.

"George did," I muttered.

I left the room. I changed back into my whites. I sought George, and asked him to play me again. He consented. An hour later, I returned home with a happy smile on my face.

And not a blessed person asked me a blessed question!

COOL GIRL AND
INTRUDER.

WATER BOTTLE AND
FINGER PRINTS.

An unusual story of a polite burglar holding a conversation with a young woman in her bedroom was told to the Pontypridd magistrates when Ernest Francis Pitman, colliery labourer, of Port, was charged with burglary in the residence of Mr. Hopkin Morgan, a local magistrate.

Miss Phyllis Morgan said she was disturbed in the early hours of the morning by the breaking of her bedroom door. She noticed a man at the foot of the bed. The intruder flashed a torch in her face and, commanding her not to make a noise as there were "three in the house all armed," he sat for a time on the bed, asking about money and jewellery, and made certain suggestions.

Saying he had given her a shock, Miss Morgan asked him to get her some water, and he handed her a water-bottle, which he afterwards placed on the floor, and, warning her not to give the alarm, he left the house.

The police were informed, and, taking possession of the bottle, which bore finger prints, they sent it to Scotland Yard.

A reply was received that the finger prints were those of Pitman, who was then in custody at Caerphilly. He was identified there by Miss Morgan.

Pitman was committed for trial at the assizes on this and on another charge of breaking and entering Pontypridd Workhouse.

Miss Morgan was highly complimented by the Bench on her coolness and courage.

DOMESTIC LITERATURE.

A contemporary declares that it is up to our novelists to help in the solution of the servant problem by emphasising the romantic possibilities of domestic service. We accordingly hasten to give a few specimen preliminary notices of future novels.

In "Cora's Career" Mr. Gushington Geyser makes a new departure, no character in the book enjoying a higher social rank than second cousin to an O.B.E. But it can safely be said that in Cora, the cook-general, he has created the most fascinating of his long list of heroines. The chapter in which she recognises in the piano-tuner the long-lost son of the house, whose portrait she had lovingly dusted so often, will move even the most hardened reader, and her decision to continue her profession after their marriage is bound to be largely quoted in all future discussions of the vexed question of wives in business.

The day has long gone past when any heroine would swoon at sight of a burglar, but even to-day not many maidens could handle one so efficiently as does Mr. T. Quill Driver's Mary in the opening pages of "Honourable Service". This story of the reforming effect of a sweet woman's influence is certain to be popular, and few readers will be able to put it down before the last chapter, in which Mary receives as a wedding present from her grateful employers the carpet beater with which the reform was effected.

No lover of a stirring detective story can afford to miss "The Mystery of the Cupboard Under the Sink", The way in which Theresa, the twenty-maid, without in any way neglecting her other duties, solves the problem that has baffled the entire strength of Scotland Yard, Pinkerton's Agency and the junior reporter of the Little Sapley Sentinel makes up an enthralling narrative as we have seen since the same author's "Blood-stained Boothoy" appeared in serial form a few years back.

LORD DUNEDIN.

WEDDING IN PRIMATE'S
TINY CHAPEL.

The marriage of Lord Dunedin, Keeper of the Great Seal of Scotland, and Miss Jean Elmslie Findley, Director of Scottish Savings under the Treasury, will take place in the private chapel of the Archbishop of Canterbury, in Lambeth Palace.

The chapel, which is only occasionally used for the purpose, is not licensed for marriages, and a special licence, costing £25, has to be obtained from the Primate.

It is very small, and only intimate friends of the bride and bridegroom will be able to gain entrance.

Lord Dunedin is one of the most distinguished judges in Scotland. He is 73, while his bride is 36. He met Miss Findley while she was working in the Scottish Savings Department.

This lady married the vendor.

SCOTT'S DESK IN AMERICA.

"When in the late summer Mr. J. Horace Harding deprived Scotland of Raeburn's memorable portrait of Sir Walter Scott he also bought and recently exhibited with it in New York a brass-bound mahogany table, desk from Abbotsford," says the Glasgow Herald. "The desk, sold at Sotheby's in August, 1922, for £22, has on the brass border of the lid two inscriptions. The first reads:—'Walter Scott of Abbotsford'; the second

"This box belonged to Walter Scott, Esq., and contained during their progress to press 'The Lay of the Last Minstrel,' 'Marmion,' and 'The Lady of the Lake.' And it was on this box also that these poems were written. John Ballantine, Edinburgh, 1812."

The vendor's name was not made public but the desk is believed to have been given by Thomas Winstanley, auctioneer, Liverpool, from whom Scott bought some armour in 1814, to his granddaughter.

This lady married the vendor.

ROXOR

The Expert Advertiser & Bill Poster,
3 Queen's Road C. Tel. 0.452.

FARM BOY TO M. P.

SEVEN SHILLINGS KEPT
SIX PEOPLE.

Although the wages of farm labourers are low enough to-day, they would have been regarded as very high by the land workers of a generation or so back.

The father of Mr. George Edwards, O.B.E., who represented South Norfolk in Parliament up till the last election, was an agricultural labourer, earning no more than seven shillings a week.

On this meagre pitance he was supposed to feed, clothe and house six persons—himself, wife, and four children.

On his sixth birthday the boy George went to work. His job was to scare the crows from the growing corn. His wage was one shilling a week. His hours from daylight till dusk, Sunday included. In, worn out with the long hours, he fell asleep at his post, he received a sound thrashing from his employer and had two-pence deducted from his wages.

At twenty-two he married. He was then unable to read or write, having had no schooling whatever. His wife, however, possessed both these accomplishments, and during her husband's scanty leisure she taught him to read with the help of a hymn-book.

Once he had mastered the art of reading, there came the desire for books. But he had no money to buy any. So he gave up smoking, his only solace, and by this means in course of time he secured the necessary funds. The story of his struggles is told by Mr. George Edwards in his autobiography, "From Crowding to Westminster."

The knowledge thus gained enabled him to read fully for the first time the terrible conditions of the life led by his class; and he set to work to try to better them.

As a start he founded the present Agricultural Labourers' Union, the first offices of which were in a back bedroom of his cottage.

He was defeated in his first attempt to enter Parliament, but succeeded at the second attempt. In 1919 he was awarded an O.B.E., and in 1921 he was commanded to appear before the King, at whose request he told in detail the full story of his early struggles and privations, and the means he took to overcome them.

A DOG'S WARNING.

GAS EXPLOSION HAVOC.

Mr. George Pirrie, of 14, Grey-green, Greenock, was awakened about 4 o'clock by his dog jumping into his bed. He found that the animal was ill, and at the same time he smelt gas. He paid little attention to the gas fumes, but the dog's alarm had disturbed his sleep, and shortly afterwards, as the fumes seemed to have become stronger, he got up and turned off the gas at the meter and threw the windows open.

Mrs. Pirrie, his mother, who was also aroused, heard heavy breathing in the rooms occupied by her son Robert and her daughter Fanny. On entering she found them in a condition bordering on collapse as a result of the fumes.

They were carried out of the house in a dazed condition, and, after being attended by a doctor, quickly recovered.

Some time afterwards there was a loud explosion in the street, and parts of the pavement were thrown high into the air. Three shop windows were broken, and part of the debris was picked up hundreds of yards away.

In was discovered that an escape



Mrs. W. E. D. Stokes.

Mrs. Stokes who is suing her step-son for \$1,000,000. A nasty business.



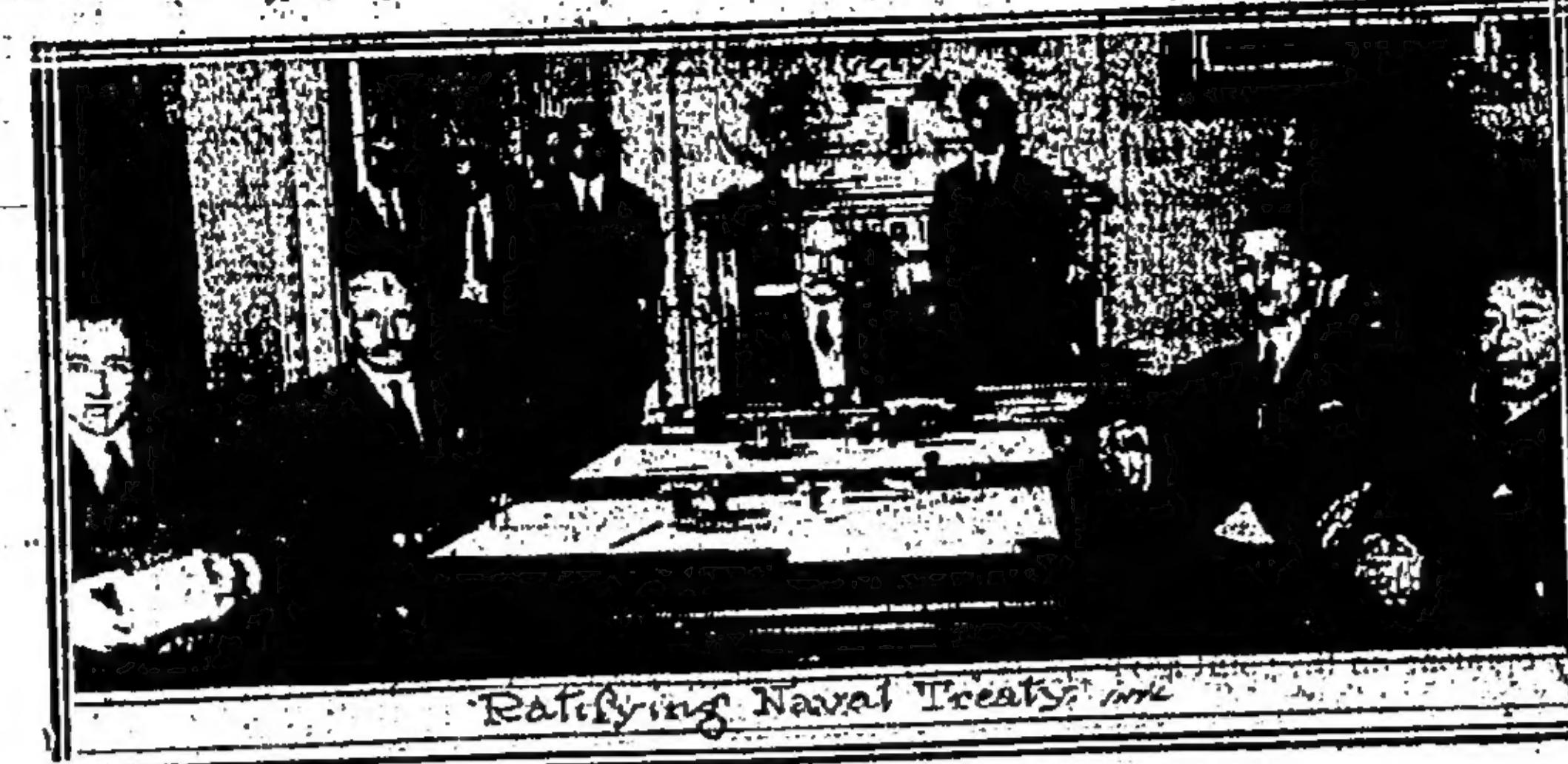
Miss Margaret L. Black.

This lady is 21 years old, and is to enter a Beauty Contest. Please tell your friends.



Mrs. R. S. Weinshenker.

This lady rejoices in the poetic name of Weinshenker. Besides minning the baby she is an instructor in golf and makes clubs.



Ratifying Naval Treaty.

This photograph, taken in the diplomatic reception room of the State Department, marks a momentous event in the world's annals. Representatives of Great Britain, France, Italy, Japan and America met to deposit the various ratifications of the 5-5-3 Naval Peace Pact, which stops all naval increases for ten years and is called a marked step forward in world peace. Left to right are: H. G. Chilton, Charge d'Affaires for Great Britain; M. André de la Bouyale, Charge d'Affaires for France; Secretary of State Charles Evans Hughes; Signor Augusto Rosso, Charge d'Affaires for Italy, and His Excellency, Mr. Masanao Hinohara, Ambassador from Japan.



Margaret McFet.

Eleven years old and found living in a dog kennel. If the Rents Ordinance is withdrawn that's where we shall be.



Col. C. O. Sherrill.

Lieutenant-Colonel C. O. Sherrill, Corps of Engineers, U. S. A. personal aide to the President and in charge of the White House, was placed in full charge of the arrangements for the funeral of President Harding.



Mrs. J. E. Liggett.

Mrs. Liggett who wants to get \$84,207.75 from Liggett and Drexel. The 75 cents is the cost of an ice cream sundae.



Miss Carmel Hall Meyer.

A lady who professes to be able to do a man's work and find time to dance, cook and sew. She can't find time to grow a moustache.



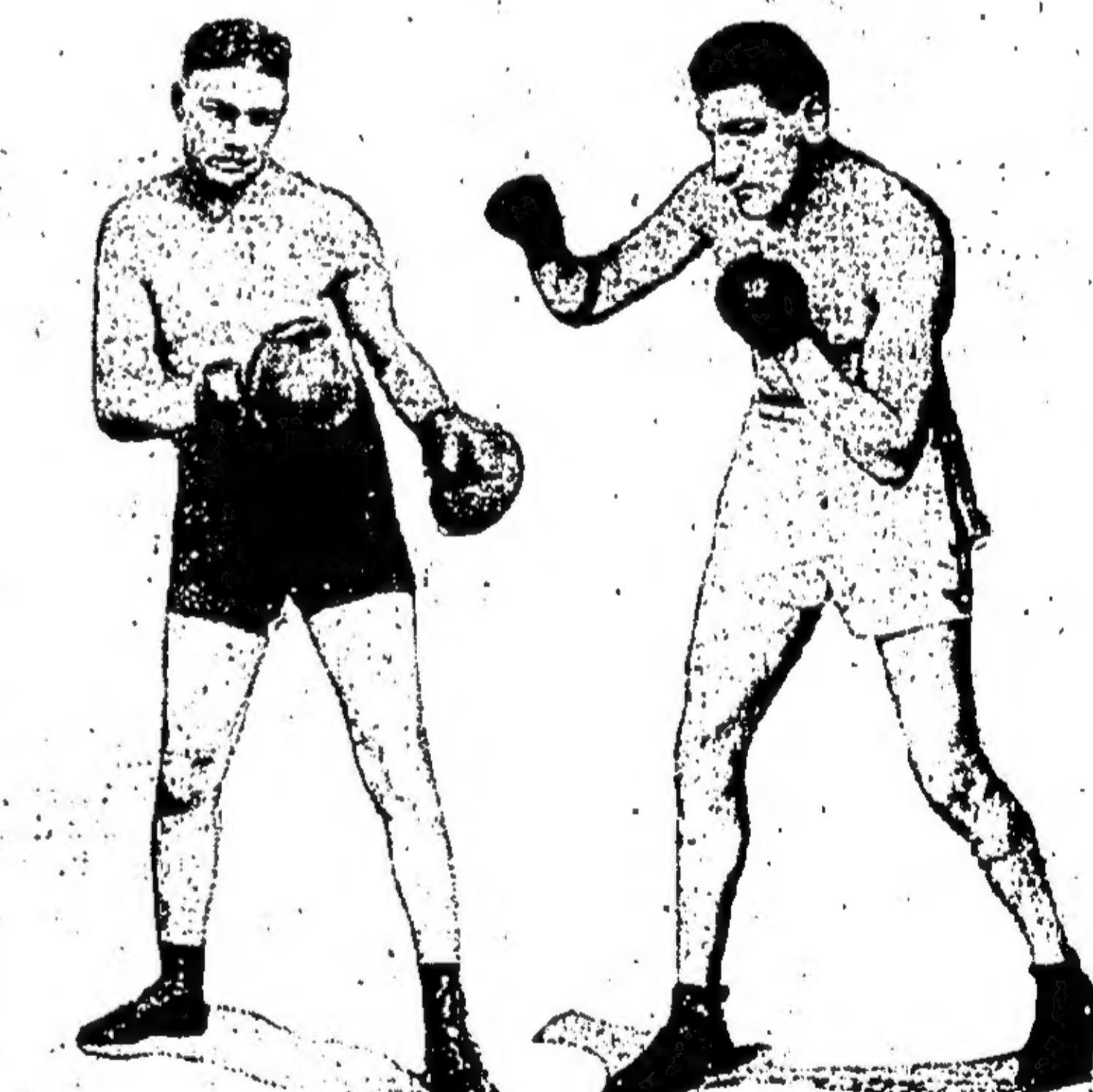
German mine as a mail box.

A North Sea mine being used as a letter box.



Sir Auckland Geddes and Ellis Island.

The vicious attack upon conditions existing on Ellis Island, the great immigration detention station in New York Harbour, made in an official report to the British Government by Sir Auckland Geddes British Ambassador to America, is likely to lead to important changes in the method of handling the thousands of immigrants who monthly enter America through the island.



Harry Grab and Johnny Wilson.

Two smashers or bashers. Look as if they are going to fight.

Do you experience difficulty when reading at night?—If so you should consult an eye specialist. Then reading by lamplight will be a pleasure, not an infliction. Your sight is also protected.

CHINESE OPTICAL CO.
EXPERT OPTOMETRISTS
AND OPTICIANS
67 Queen's Road Central.

BRINGING UP FATHER

STOP THAT NOISE IF WE WANT ANY SINGIN' WELL TELL YOU.

BY GOLLY THIS PLACE IS WORSE THAN A BOILER FACTORY FOR NOISE.

CRASH!! BANG!! POW!! BAM!!

DID YOU CALL ME?

NO BUT I'M GOIN' TO CAN'T YOU MAKE LESS NOISE?

HUH! I'D LIKE TO SEE YOU DROPPIN' ARMFUL OF DISHES LIKE I DID WITH OUT MAKIN' ANY NOISE!

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BUSINESS DIRECTORY

Banks

The Bank of Canton, Ltd.,
Des Voeux Road Central.

China Special Bank Ltd.,
6, Puddell Street.

Building Contractors

Wing On & Co.,
Building Contractors,
24, D'Aguilar Street. Tel. Cen. 1597.

Coal Merchants

Kallen Mining Admin. (s/o Dodwell & Co.,
Ltd.), Colliery & Steamship Owners,
Bituminous Coal, Coke, Firebricks.

S. Kilmur & Co.,
2, Connaught Road Central.

Keung Hang & Co., Coal Merchants
G Des Voeux Rd. Cen. Tel. Cen. 2736

Katrol & Co., 5 Queen's Road Central,
Merchants Coal Contractors and
Shipping Agents—Phone Cen. 1543.

Cotton Yarn Importers

Osche Kabushiki Kaisha,
Importers Cotton Yarn & Piece
Goods; No. 7, Mercantile
Building. Tel. Cen. 2774 and 2806

Curio Dealers

Loek Hing, Chinese Curios & Silver Ware

Dentist

Harry Wong, Dentist,
1st floor, No. 74, Queen's Road
Central. Tel. Central No. 1255.

Engineers & Shipbuilders

W. S. Bailey & Co., Ltd
Engineer & Shipbuilder
Kowloon Bay
New Work & Repairs
Call Flag "L"

Fertilizer

Eastern Agricultural Fertilizer Co., 51 Jervois St.
Tel. 0281. Agents of Kat-Tan-King of Fertilizers

Glass Merchants

A. Lai & Co., Glass Merchants,
Furnace, Mirror and Canton Marble
Manufacturers. Electro-plated, Glass
and Crystal, Wares, and Photo
Apparatus. 19, Queen's Road Central.
Tel. Central No. 1210.

Hotels

Palace Hotel, Kowloon—Corner of
Haiphong and Hankow Roads. Few
minutes from ferry.

Importers & Exporters

One Bros. & Co., Importers and
Exporters and Commission Agents.
Des Voeux Rd.

Kwong San & Co., 16 Queen's road
Central. Ko Chi Chuen (Manager),
Kwong King Hin (Asst.). Tel. Cen. 3189.

Zaenda Trading Co.,
Importers and Exporters,
8 KKO—Japanese fine art curios,
23 Queen's Road Cen. Tel. Cen. 1218

Yam Hing Loong,
27-28 Queen's Road Central,
General Storekeepers, Wine & Cigar
Merchants. General Importers,
Exporters of Chinese Produce
Tel. Central 361.

Patell & Co., P. O. Box 318

Land & Estate Agents

Pan Yick Cho, Land & Estate agents
Tel. Central 911-1987.
25, Queen's Road Central.

Leather Goods

Wan Kang Suitcase Co.,
Best makers of Leather Suitcases,
Hand Bags, Purse, Belts, etc.
Pottinger St., 208 Queen's Rd. Cen.
and 28 Hillier St.

Po Hing, 22 Des Voeux Road. Manu-
facturers of Leather Suitcases, Hand
Bags Trunks etc.

MERCHANTS

Asia Commercial & Development Co.
China Bank Buildings (3rd floor) Tel. 3609

Sibbs, J & Co., Alexandra Building.

Millinery

Madame Lily,—Alexandra Building.
Latest models and greatest ones from
Paris in Frocks and Millinery.
"The Centre of Fashion."

MINERS

China Commercial Co., Ltd.
Miners, Importers and Exporters
44-56 Queen's Road Cen. Tel. Cen. 2802.

Modistess

Madame Flint,
31, Queen's Road Cen. Tel. Cen. 589.
(Latest Fashion models)

Optician

The Hongkong Optical Co. Phone 2122.
23, Queen's Road Central

M. Lazarus, Optician.

Tel. Cen. 2222. 11, Queen's Rd. Central

Printers

The "China Mail" General Printers,
Publishers and Bookbinders,
6, Wyndham St. Tel. C. 22.

THEATRE ROYAL

ONE NIGHT ONLY

MONDAY, October 29th.

GRAND VIOLIN RECITAL

BY

JASCHA HEIFETZ

The World renowned Violinist

Booking opens at Moutries on
Monday, October 15th.

Prices:—Stalls and Circle \$6.00

Unreserved:—\$4.00 and \$3.00

WEATHER REPORT

October 16th 11h. 32m.—Pressure
has increased slightly to moderate-
ly at the majority of reporting
stations.

The anticyclone has strengthen-
ed slightly.

Fresh monsoon may be expected
along the S.E. coast of China and over
the N. China Sea.

Hongkong: rental in, the 24 hours
ending at 10 a.m. to-day, 0.07 inch.
Total since January 1st, 81.44 inches,
against an average of 79.17 inches.

Forecast for the 24 hours ending at
noon on October 17, 1923.

1.—Formosa Channel, N.E. winds
strong.

2.—South coast of China, between
Hongkong and Lantau, N.E. winds,
fresh, fair.

3.—Kone to Gas Rock, N.E.
winds, fresh, fair.

4.—South coast of China, between
Hongkong and Taiwan, N.E. winds,
fresh, fair.

5.—South coast of China, between
Hongkong and Lantau, N.E. winds,
fresh, fair.

6.—South coast of China, between
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fresh, fair.

7.—South coast of China, between
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